

To: Zach Smith
cc: Brian Hause, Lynn Thomas, Stacie Rice
From: Gerald G. Friedel, P.E.
Subject: Waterside Village Phases 2(A), 2(B), 2(C), 2(D)
Date: April 3, 2013

Dear Zach:

Our office has reviewed the referenced plan applications.

General

The traffic impact and signal warrant study was completed for the Phase 2 Improvements by Traffic Concepts, Inc. This document indicates that there will be signal warrants upon full project development. No specific phasing is illustrated as the report notes that SHA will require actual traffic volume studies as the project fills out to establish the warrants and timing for signal construction. The study indicates that pedestrian warrants are not met. However, SHA will be funding the construction of a major rail-to-trail pedestrian/bike route which will discharge near Route 33. We feel it would be important to have meetings with local representatives of SHA to discuss the strategy and timing for pedestrian and traffic signal construction associated with this project. We feel that the safety aspect for the pedestrian and bike route may overshadow the potential to defer traffic signal construction for access to Marlboro Avenue.

Phase 2(A) – DBF #1495A072A.01 – PUD-13-01 – Dick's Sport Center

1. Commerce Drive sidewalks currently terminate near the property line with Douglas and Donna Pierson on the west side of this street. The Planning Commission should consider whether sidewalks on both sides of Commerce Drive are warranted. Presently, a sidewalk extends on the east side of Commerce Drive, providing a connection to the north.
2. The truck turning radius for the drive aisle on the north side of the property should be reviewed in the final design.
3. The plans indicate that a 15-foot wide utility easement is proposed for abandonment along the west side of the property. An explanation for this is necessary.
4. Stormwater management is addressed in the application. Quality management appears reasonable as proposed. More detail will be needed in the final submission.

*already
abandoned*

5. The Waterside Village original Phase 1 concept approval allows for the conveyance of flow to the tidal waterway without quantity management. This concept was facilitated through the assurance that all downstream culverts would have conveyance capacity for the 100-year storm without overtopping the roadway or flooding the property behind the culverts. This would apply for the full Waterside Village development. While a waiver for quantitative management is appropriate, the safe conveyance for a 100-year storm as outlined in the original Waterside Village PUD is required. Individual culverts must safely convey stormwater without impacting upstream properties.

Should culverts require upgrades, the engineer may wish to consider on-site stormwater quantity management as opposed to retrofitting the crossings at Marlboro Avenue.

Phase 2(B) – DBF #1495A072.B01 – PUD-13-02 – Apartment Complex

1. An entrance is provided on to the Private Access Drive to Target. Safe sight line distances should be evaluated with respect to the intended location.
2. Quantitative stormwater management concepts appear to be reasonable. Sub-watersheds denoted on the plans appear to require modification, as do the ESDb calculated tabulated total. The number of 13,412cf appears to be the correct total. More detailed plans and calculations will be necessary for the construction documents submittal.
3. A quantitative management control waiver is appropriate for this development area as discharge will be to a tidal estuary, without impacting Marlboro Avenue or other streets with respect to the 100-year storm conveyance requirement.
4. The proposed project splits two zoning categories I-1 and CL. A review of this delineation will be by planning staff.
5. A clubhouse and pool are provided, presumably for the Apartment residents. We would recommend fencing of the area with an access card system to minimize inappropriate use.

Phase 2(C) - DBF 1495A072.C01 – PUD 13-03 – Retail at Route 33

1. Central sewer appears to exist, extending from the Private Access Drive to Target. It is assumed that this will be extended to Phases 2C and 2D. As the existing sewers appear of adequate depth, it would be appropriate to have this line extended westward to the adjoining properties which are annexed or can potentially be annexed to the west.
2. The proposed entrance off of Marlboro Avenue may require relocation. The striping configuration and design for Marlboro Avenue will be necessary to determine the need for left turn stacking as it relates to other turning movements on Marlboro Avenue, accessing Route 33. Additional striping configurations will be needed at the truck access proposed, across from the Target Access Drive.

3. Qualitative stormwater management concepts appear to be reasonable. Further detail will be needed for the construction documents.
4. For a quantitative waiver, the 100-year storm conveyance system will be necessary crossing Marlboro Avenue. The original design concept provided only a 24-inch culvert. Therefore, an analysis will be necessary to determine if additional culverts are required or if on-site quantity management will be necessary.

Phase 2(D) – #1495A072.D01 – PUD -13-04 – Big Box

1. Central sewer appears to exist extending from the Private Access Drive to Target. It is assumed that this will be extended to Phases 2C and 2D. As the existing sewers are of adequate depth, it would be appropriate to have this line extended westward to the adjoining properties which are annexed or can potentially be annexed to the west.
2. The striping configuration and design for Marlboro Avenue will be necessary to determine the need for left turn stacking as it relates to other turning movements.
3. Qualitative stormwater management concepts appear to be reasonable. Further detail will be needed for the construction documents.
4. For a quantitative waiver, the 100-year storm conveyance system will be necessary crossing Marlboro Avenue. The original design concept provided only a 24-inch culvert. Therefore, an analysis will be necessary to determine if additional culverts are required or if on-site quantity management will be necessary.
5. Please clarify that the 150-foot Delmarva Fox Squirrel Buffer illustrated on the record plat will be amended prior to approval of the subject construction. The plat is currently inconsistent with the Resource/Habitat Protection areas on the preliminary submission.